

BUREAU OF ENVIRONMENT CONFERENCE REPORT

SUBJECT: NHDOT Monthly Natural Resource Agency Coordination Meeting

DATE OF CONFERENCE: February 21, 2006

LOCATION OF CONFERENCE: John O. Morton Building

ATTENDED BY:

NHDOT

Charlie Hood

Mark Hemmerlein

Marc Laurin

Chris Waszczuk

Army Corps of Engineers

Rich Roach

Jen Rock

NH Wetlands Bureau

Gino Infascelli

Lori Sommer

NH Fish and Game

Bill Ingham

**NH Office of Energy &
Planning**

Jennifer DeLong

NOTES ON CONFERENCE:

Newington-Dover, NHS-027-1(37), 11238

This project involves improvements to a 3.5-mile segment of the Spaulding Turnpike from Gosling Road to the Dover Toll Booths. *For information on this project, contact either Chris Waszczuk at 271-2171 or Marc Laurin at 271-3226.*

Dover, STP-TE-X-5125(012), 12644

The City of Dover proposes to construct approximately 2,600 linear feet of sidewalk along the east side of NH Route 108 from Willand Pond Drive to the entrance of Willand Pond Park. A new storm water treatment option is being proposed. *For information on this project, contact the City of Dover at (603)516-6000.*

Jefferson-Randolph, NHS-X-034-1(18), 13602

This project involves reconstruction of US Route 2 from NH Route 115 to Durand Road. After coordination with DRED, NHDOT proposes to adjust the location of the snowmobile underpass at Lowe's Store. The result is more impact to a roadside ditch area and less wetland impact to other areas. The overall change is a reduction of wetland impacts from earlier options.

Concord, IM-3932(128) ,13184A

Cathy Goodmen and Chris Carucci presented this project to show a new drainage pipe in North Main Street to the intersection with Horse Shoe Pond Lane, connecting with an existing drain to carry overflow drainage from the northern part of the city of Concord. The pipe will cross Horseshoe Pond Lane parallel to the railroad tracks and exit on the bank of Horseshoe Pond. There will be stone at the outlet to help disperse flow and any sediment. There were no objections to this project.

Rye, SB-NH-0098(007), 13064F

This project is located on NH Route 1A and will provide formal paved shoulders to improve safety for pedestrians and bicyclists using this roadway. A 10-foot travel lane and 3-foot shoulder is proposed. Cathy Goodman and Wayne Clifford Presented this project to show minimal wetlands impacted for shoulder slopes. There were no objections to this project.

Campton, 66020-4

Brian Lombard described the project and the overall plan. This project is located along the Mad River in Campton, NH. The plan is to place riprap along an eroded bank and install four stream barbs to redirect the flow of the Mad River away from the railroad embankment/abutment. The project area is located adjacent to the railroad bridge P 6.31 in the town of Campton, NH. The need for this project is indicated by significant erosion of the embankment adjacent to the railroad bridge. This erosion has undermined the southern bridge abutment resulting in an apparent public safety concern. Jon Evans stated that the installation of stream barbs utilizes a technique known as fluvial geomorphology used to naturally redirect the flow of the water away from the structure in concern. Structures such as these have been successfully utilized in similar situations throughout the country.

Rich Roach asked if the installation of the stream barbs would impede the passage of fish. Jon Evans stated that the stream barbs only extend approximately half way across the channel and actually provide for additional fish habitat by creating a pool on the upstream side of each. Bill Ingham confirmed that he did not feel the installation of these stream barbs would negatively affect fish and other aquatic wildlife.

Given the extensive erosion of the southern abutment, Brian Lombard and Jon Evans requested that the wetlands bureau issue an emergency authorization to temporarily place stone riprap along the southern embankment and then wait for the summer low flow season to install the stream barbs. Gino Infascelli indicated that it seemed that every railroad project was an emergency and that he was reluctant to issue an emergency authorization. Rich Roach stated that this appeared to be an emergency situation to him. Gino then agreed that the initial work could be done with an emergency authorization (issued March 1, 2006, file#: 2006-00380) as long as the barbs were installed upon receipt of a standard dredge and fill permit.